

Estimations.

\$2.00 per Bag of 250 lbs.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 12th December, 1902. [10]

H. PRICE & Co.,
12, QUEEN'S ROAD.
[to
Hongkong, 6th April, 1901.

Apply in writing to
Messrs. JOHNSON, STOKES
and MASTER,
12, Queen's Road, Central,
Hongkong, 15th February, 1901. (207c)

MUSIC.
Grand stock, reduced to clear
Hongkong, 15th March, 1901. (26)

HOUSE IN RIFON TERRACE.
Apply to
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.**
Hongkong, 15th March 1901.

H. PRICE & Co.
12, QUEEN'S ROAD.
Hongkong, 6th April, 1901. [30]

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Apply to
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.**
Hongkong, 15th March 1901.

Today's
Advertisements.THEATRE ROYAL,
CITY HALL, HONGKONG.

UNDER the Direction of Mr. ROBERT BROUGH.
Representative—Mr. ALLAN HAMILTON.

TO-NIGHT (MONDAY), APRIL 22ND.
THE
BROUGH COMEDY CO.
BROUGH COMEDY CO.
BROUGH COMEDY CO.

TO-NIGHT (MONDAY),
April 22nd.
LAST NIGHT!
LAST NIGHT!

OF
"THE CAY LORD QUEX."
"THE CAY LORD QUEX"
"THE CAY LORD QUEX"

An Original play in Four Acts, by ARTHUR W. PINERO.

TO-MORROW,
(TUESDAY) AND WEDNESDAY,
April 23rd and 24th,
FIRST PRODUCTION IN HONGKONG.

OF THE
"MANŒUVRES OF JANE"
"MANŒUVRES OF JANE"
"MANŒUVRES OF JANE"

A Comedy in Four Acts, by HENRY ARTHUR JONES.

THURSDAY and FRIDAY,
April 25th and 26th,
THE

"ADVENTURE OF LADY URSULA"
"ADVENTURE OF LADY URSULA"
"ADVENTURE OF LADY URSULA"

A Comedy Four Acts, by
ANTHONY HOPE.

SATURDAY AND MONDAY,
April 27th and 29th,
THE

"SECOND MRS. TANQUERAY"
"SECOND MRS. TANQUERAY"
"SECOND MRS. TANQUERAY"

An Original play in Four Acts, by
ARTHUR W. PINERO.

The Box plans are now on view at THE
ROBINSON PIANO CO., where seats can be
booked SIX DAYS IN ADVANCE.

PRICES AS USUAL.

Boxes \$15.00
Dress Circles and Stalls 3.00
Pit 2.00
Back Seats 1.00
Doors open 8.30. Curtain 9 P.M.

Late Trains 15 minutes after Performances.
Hongkong, 22nd April, 1901. [4046]

THE HONGKONG STEAM WATER
BOAT CO., LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND of 12½ per
Annum (THIRTY CENTS per Share) for
Six months from 1st October, 1900, to 31st
March, 1901, has been declared.

DIVIDEND WARRANTS will be issued,
and posted on and after THURSDAY, the
25th instant.

THE TRANSFER BOOKS will be CLOSED
for Registration of Shares from the 24th to the
27th instant, both days inclusive.

By Order,
J. W. KEW, Manager.

Hongkong, 22nd April, 1901. [4476]

A SECRETARY IS WANTED BY THE
DAIRY FARM CO., LIMITED.
Apply by Letter to the Chairman, 2, Albert
Road, Hongkong.

Hongkong, 22nd April, 1901. [4466]

THE OSARA SHOSHEN KAISHA,
LIMITED.

FOR TAMSUIVA SWATOW & AMOY.
The Company's Steamship.

"DAIJIN MARU."
Captain T. Ogata, will be despatched for the
above Ports, on SUNDAY, the 28th instant,
at Daylight.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 22nd April, 1901. [2296]

Intimations.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.
Ladies and Children's Under-clothing, Em-
broidered Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.
The Superiores will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.
Hongkong, 22nd April, 1901.

WANTED.

THREE or FOUR LADS
to SELL the

"HONGKONG
TELEGRAPH."

LIBERAL COMMISSION
PAID.

Apply Personally at
THIS OFFICE.

Hongkong, 11th January, 1901.

Intimation.

A. S. WATSON & CO.,
LIMITED.WATSON'S
HYGIENOL.

(Registered).

A POWERFUL DISINFECTANT,
GERMICIDE, ANTISEPTIC,
AND DEODORISER.

RECOMMENDED BY THE MEDICAL
PROFESSION.

CHEAP, HARMLESS CONVENIENT
AND EFFECTIVE.

This DISINFECTANT possesses
all the good properties of Carbolic
Acid, but is IMMENSELY SUPER-
IOR in being NON-POISONOUS
—even in its concentrated form, thus
avoiding risk of accident—and in
the facility with which it mixes with
COLD WATER in any proportion.
In its diluted state it will not injure,
stain or corrode the person, metals,
furniture, cotton, linen, or woollen
fabrics.

WATSON'S
PURE CARBOLIC
SOAPS

will be found most efficacious for the
prevention of contagious diseases of
all kinds.

A. S. WATSON & CO. LIMITED,
HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

The Hongkong Telegraph

HONGKONG, MONDAY, APRIL 22, 1901.

TELEGRAMS.
SPECIAL TELEGRAM.

Special to the "Hongkong Telegraph."

THE ROYAL TOUR.
THE "OPHIR" AT SINGAPORE.
THE TOWN ILLUMINATED.

(From Our Own Correspondent.)
SINGAPORE, 22nd April.

The Ophir, conveying the Duke
and Duchess of Cornwall and York
to open the Federal Parliament of
Australia, arrived here yesterday.
The Duke and Duchess with their
suite, landed at eleven o'clock in the
morning, and proceeded to view Singa-
pore. The streets were full to
overflowing and a great amount of
enthusiasm prevailed.

In the evening the Royal party
and immense crowds viewed the il-
luminations.

Addresses were presented to their
Royal Highnesses to-day by the vari-
ous public bodies of Singapore.

The visit of the future King and
Queen has been marked by the re-
markably good behaviour of the
crowds assembled to catch a glimpse
of them. The utmost order pre-
vailed, and there were practically no
arrests.

I received 9.15 p.m.
Published 5.30 p.m.

REUTER'S TELEGRAMS.

THE BUDGET.

LONDON, April 19th.
The debate on the Budget has been
directed chiefly against the export duty on
Coal, as being a reversion to protection.
The Sugar and Coal duties have been
adopted.

COST OF THE WAR.
The war has cost, up to the present,
£151,000,000 sterling.

THE BUDGET.

April 20th.
The House of Commons has adopted the
loan resolution.
It is believed that the opposition to the
Coal duty will be so fierce as to lead to a
withdrawal of the tax.
It is stated that Saccharin is to be taxed
fifteen pence an ounce.

WEATHER REPORT.

The Observatory report says—

On the 21st at 12.5 p.m. the barometer is
inclined to fall again on the China coast. Pres-
sure is probably low over Central China. Gra-
dients continue slight for S.E. and S. winds on
the coast, and in the N. part of the China Sea.
Forecast:—Moderate S. winds; showery.

On the 22nd at 11.55 a.m. the barometer has
risen slightly on the China coast. Pressure
remains low over Central China, and gradients
continue slight for S.E. and S. winds on the
coast, and in the N. part of the China Sea.
Forecast:—Moderate S. winds; showery.

LOCAL AND GENERAL.

A GOOP shorthand reporter is wanted, vide
advertisement appearing elsewhere.

THE German Mail of the 20th March was
delivered in London on the 19th instant.

THE newly appointed commanders of the
Weissenburg, Wurm and Hela have been
ordered to leave for China.

News has been received from Shanghai of the
death of Mr. P. G. von Molendorff, Commis-
sioner of Customs at Ningpo.

THE appointment of Mr. H. F. Carmichael
as Acting Assistant Government Marine Sur-
veyor during the absence on leave of Mr. J.
Macdonald is notified in the Gazette.

ON Saturday afternoon, about five o'clock,
a stoker on H.M.S. Humber named Pugh was
drowned whilst bathing with some others in
Taiwan Bay, behind the Kowloon Docks. The
body has not yet been recovered.

We shall be obliged if any subscriber on
receiving his paper late or irregularly, will
write on the Wrapper of the paper the Time of
delivery, etc., and forward the Wrapper to the
Manager, Hongkong Telegraph Co., Ltd., 50
Queen's Road Central. The wrapper will
enable us to check the delivery copies.

H.M. SHIPS Centurion and Goliath are due
from Shanghai to-morrow. The former is to
be docked to repair damages sustained by a
collision with the Goliath, the Centurion having
broken away from her moorings at Woosung,
during a gale, and drifted on to the Goliath's
ram. The Goliath is to be fitted up as a flag-ship.

THE returns of the number of visitors to the
City Hall Library and Museum for the week
ended 21st April are—

| | Library. | Museum. |
|-------------|----------|---------|
| Non-Chinese | 438 | 170 |
| Chinese | 135 | 2,052 |
| Totals | 573 | 2,222 |

THE return of stamp revenue for the first quar-
ters of 1900 and 1901, as published in the
Gazette, shows an increase in 1901 of \$13,983-
30. The principal items which made this up
were—Conveyance of Assignment, \$11,719-45;
Settlement, \$1,524-60. Bill of Lading, \$1,504-30;
Mortgage, \$1,135-00. The principal decreases
were—Transfer of Shares, \$1,666-70; Power
of Attorney, \$1,657-94.

His Lordship the Chief Justice this morning
delivered judgment in the case of Price versus
Lum Su Sang. The judgment was a long one.
His Lordship going carefully through the points
raised, and the bearing of the evidence upon
them. Judgment was entered for the plaintiff
for a decree for specific performance and costs,
with an abatement of \$100 on the issue dealing
with the levelling of the floor of the godown,
which point had taken up some time.

THE return of deaths in the Colony during
March shows 34 deaths in the European and
Foreign Community (19 Civil, 12 Army, 1
Navy) and 421 in the Chinese Community,
making a total of 455 for the month. 101 of
these were due to chest affections and 110 to
various fevers (plague 48, malaria 34, small-
pox 26). The principal death-rates were—
British and Foreign Civil Population, 2.44
per 1,000 per annum; Chinese Community,
Victoria, Land 20.6 and Harbour 15.1; Chinese,
whole Colony, Land 18.9, Boat 15.9, Land and
Boat 18.5; total Civil Community 12.7.

AT THE MAGISTRACY.

ASSAULT.

Pak Ping Lit, a safe maker, and U Ka a
fitter, were charged by Rustamkhan and
Shurad Deen, Police constables, with assault.
It appears that complainants were on
duty on Kennedy and Bowen Roads, and
on passing the defendants who were sitting
on the roadside with other men, were
called "detectives" and "stoned." On one
of the constables being hit and their going
back to arrest defendants they were set upon
by a number of men. A lunkong came to their
assistance and defendants were arrested. Both
men denied the charge. Mr. Kemp fined them
\$20 or one month each.

A HEALTHY SCRATCH.

William McKann, an Irish Fireman from
the U. S. S. Newark, was charged by Chinese
Constable 294 with unlawfully, lewdly and in-
decently exposing his person in Queen's Road
Central on the 22nd inst. Complainant stated
that at 12.40 this morning he saw defendant
asleep under the verandah opposite the Central
Market. He got up and took off his trousers.
Complainant put them on again and arrested
him. He was drunk. Defendant said he was
only scratching his stomach.
Mr. Kemp gave him the option of paying
three dollars or having three whole days to
scratch in. He chose the former.

LARCENY.

For the theft of a clock from No. 10, Tsat
Tze-sun, Li Po was sent to gaol for a month.

Chan Yau got seven days for stealing five
hemp bags, value forty cents.

The theft of two cotton jackets cost in Ka
who had two previous convictions recorded
against him, one month's hard labour.

Chan Yau, who had no fixed abode, (and
apparently no opium pipe, for he stole one)
was sentenced to three weeks' hard labour.

Cheng Kam entered No. 38, Queen's Road
West and stole three pieces of clothing value
\$6. Defendant's excuse was that the articles were
given him by a man who ran away. Mr.
Hazeland thought six weeks' hard labour would
meet the case.

The theft of two pieces of hard wood, value
\$1.00, cost Cheung Siu six months' hard labour.
His excuse was the old tale of "only walking
along."

THREAT FROM THE PERSON.

Wong Kwong was caught at Yau-mai pick-
ing a bricklayers' pocket of five cents in
coppers. Defendant's excuse was that he trod
on complainant's foot, who replied by heaving
a brick at him. This didn't account for the
coppers, however, and Mr. Kemp imposed a
sentence of one month's hard.

NOT A PLACE OF "WORSHIP."

Li Sam, a widow of 54 years of age, was
found by a sergeant of the R. W. F. behind the
General's house. He stated she was there for
worshipping. Defendant said she was there
worshipping. Fined \$25 or two months. Im-
prisoned.

BOATMEN FINED.

Lieut. Burchell charged eleven boatmen
with unlawfully obstructing the central railway
by loitering with their boats there on 21st inst.
Each defendant was ready with the hackneyed
"passing along" excuse, but that didn't prevent
Mr. Kemp imposing fines of five dollars or
fourteen days all round.

CHEATING THE POST OFFICE.

For carrying letters and so infringing the
right of the Postmaster General, Li Kan was
fined \$15 or one month. The fine was paid.

RETURNING FROM BANISHMENT.

Cheung Loi, who had six convictions
recorded against him, was sentenced to a
year's hard labour for returning from banish-
ment. The same punishment was meted out to
Yik Shu Wun for a similar offence.

OPIUM.

There were several opium cases heard this
morning and fines up to \$150 were imposed.

THEATRE ROYAL.

THE CAY LORD QUEX.

On Saturday evening the Brough Company
produced Pinero's four act comedy "The Cay
Lord Quex," which has never been produced
before in Hongkong.

Mrs. Brough took the part of Sophy Full-
garney the manicurist, Mr. Brough, the Cay
Lord Quex, and Miss Temple, the Duchess of
Strood. The scene opens at the manicurist's in
New Bond Street; the plot is that Sophy Full-
garney tries to prevent a marriage between her
foster sister Muriel Eden and the Marquis of
Quex, because his past life has been so gay.
She also tries to arrange a marriage with Muriel
and a Capt. Bastling, Muriel thinking for a time
that she is in love with him.

It is Fullgarney's idea she can show Muriel
how totally unworthy Quex is; spying and listen-
ing to conversations between Quex and the
Duchess she feels the latter can help her, but
as Lord Quex has promised faithfully to reform,
Sophy fails and in the end finds out that Capt.
Bastling is the unworthy one and not Quex.

Mrs. Brough, as Sophy Fullgarney, is charm-
ing and most natural.

Miss Temple as the Duchess of Strood is as
good as ever; her dresses are exquisite
and her so-called electrical remedies, has taken to
changing in the bedroom scene for a charming
tea gown of pink and pale blue. Her scenes
with Mr. Brough (Lord Quex) are excellent,
she trying to win him back to her again, but it
never makes Quex swerve from his promise to
Muriel Eden.

Miss Noble, as Muriel Eden, is quite excel-
lent and most natural.
Mr. Reginald Dartery as Sir Chichester
Frayne is most amusing and his term
"alluring" applied to every one, kept the
audience in roars of laughter as also did his
attacks of malaria.

All the others have small parts and are
well sustained. We hope to see them in many
more pieces.

"THE CAY LORD QUEX."

An Original Comedy, in Four Acts, by Arthur W. Pinero.

CAPTAIN OF CHARACTERS:
The Marquis of Quex..... Mr. Brough.
Sophy Fullgarney..... Mrs. Brough.
(Governor of Umbony West Coast of Africa)
Captain Bastling..... Mr. Reginald Dartery.
Muriel Eden..... Miss Noble.
(A Professional Patient)..... Mr. W. T. Lovell.
The Duchess of Strood..... Miss Temple.
Countess of Oweh..... Miss Grace Noble.
Muriel Eden (her Sister-in-law)..... Miss Grace Noble.
Sophy Fullgarney (a Manicurist)..... Mrs. Brough.
Miss Muriel..... Miss Grace Noble.
Miss Muriel..... Miss Grace Noble.
Miss Muriel..... Miss Grace Noble.

Patrons of Miss Fullgarney..... (Mr. F. Brough, Mr. Gratian
Servants at Fancy Court..... Mr. Head and Mr. McMahon.)

SYNOPSIS OF SCENES.

Act I.—Establishment of Sophy Fullgarney, Manicurist and
Dispenser of Anesthetics for the Toilet, 185 New Bond
Street, (Afternoon).
Act II.—At Lady Overdell's—"The Italian Garden."
Act III.—At Boudoir and Bedroom at Fancy Court.
(Night).
Act IV.—In Bond Street again. (The Following Day).
The Action of the Play is compressed within the
space of Twenty-four hours.

THE PLAGUE.

| | |
|------------------------------------|------------------|
| Number of cases reported (Chinese) | 131 |
| up till noon of the 20th | Other Asiatics 2 |
| April, 1901 | Europeans 0 |
| Number of cases reported | Chinese 16 |
| during the past 24 hours | Other Asiatics 0 |
| | Europeans 0 |

Total number of cases reported to date 149

| | |
|-------------------------------------|------------------|
| Number of deaths reported (Chinese) | 125 |
| up till noon of the 20th | Other Asiatics 0 |
| April, 1901 | Europeans 0 |
| Number of deaths reported | Chinese 10 |
| during the past 24 hours | Other Asiatics 0 |
| | Europeans 0 |

Total number of deaths recorded to date 135

SMALL-POX.

| | |
|------------------------------------|------------------|
| Number of cases reported (Chinese) | 52 |
| up till noon of the 20th | Other Asiatics 7 |
| April, 1901 | Europeans 10 |
| Number of cases reported | Chinese 10 |
| during the past 24 hours | Other Asiatics 0 |
| | Europeans 0 |

Total number of cases reported to date 170

| | |
|-------------------------------------|------------------|
| Number of deaths reported (Chinese) | 40 |
| up till noon of the 20th | Other Asiatics 2 |
| April, 1901 | Europeans 1 |
| Number of deaths reported | Chinese 2 |
| during the past 24 hours | Other Asiatics 0 |
| | Europeans 0 |

Total number of deaths recorded to date 49

THE AFFRAY AT NAGASAKI.

Referring to the recent armed struggle be-
tween sailors at the above port, the Press of
the 12th inst. says—

The disgraceful affray which have taken
place during the last few days between the
British and French bluejackets and soldiers
were of so serious a nature as to call for
immediate steps to be taken to prevent the
possibility of their recurrence. As usual in
such cases, it is impossible to arrive at the
origin of the quarrel between the two parties,
and as encounters between "Jacks ashore" are
liable to arise on very trifling provocations, it is
unnecessary to pursue minute investigations on
this point. So long as the fighting parties are
merely of the nature of fisticuffs, not much
harm is done, and the public are apt to view
the indulgence of sailors in this form of amuse-
ment with considerable leniency. Unfortunately
the disturbances of the last few days have been
more serious, many of the belligerents having
been armed with formidable clubs and sword-
sticks. The death of one British bluejacket has
to be recorded, while certainly three others are seriously
injured and may succumb to their wounds.
We regret to say that in the dastardly use of
lethal weapons our Gallic visitors were to
blame, their ideas of fair play being somewhat
elastic, and the fact that it was possible for
sword-sticks in this town should cause the
police authorities to investigate the sale of
these goods and to impose some prohibition,
for so far as we know, there is no excuse
whatever for carrying arms of offence.

After the present experience, it is our op-
inion that the local Government should insist,
when large numbers of foreign soldiers or
sailors are landed for the purpose of leave-
giving, that they should be prohibited from
carrying, not only the arms provided for their
carriage, but other sticks or weapons purchased
on shore, and that it should be imperative for
their ships to provide a strong patrol sufficient
to quell any disorderly conduct among their
men. A still better plan would be for the
authorities to insist that no two foreign bodies
of sailors should be allowed ashore at the same
time. This rule, we believe, is in force in the
northern ports.

That further bloodshed did not ensue on
Wednesday last is in a great measure due to
the praiseworthy action of certain of the
French military officers, who, realising the
perilous situation, at once got their men in
hand and sent them off to their ships, thus dis-
posing of the soldiery element, although the
French bluejackets did not appear inclined to
recognise military authority. On the other
hand we regret to record that in spite of the
knowledge of what had taken place on Tues-
day night, and with the strong probability of
the French men seeking revenge for the in-
juries to one of their marines, the officers of
that vessel took no precautions for controlling
their liberty men, and there was no patrol from
that ship.

The Japanese police force was again dem-
onstrated to be absolutely valueless to cope
with such a disturbance, and it is far from
reassuring to the inhabitants of this town to
find that a handful of obstreperous sailors are
able to take complete possession of the streets
for some hours, and to create a state of affairs
which is nothing less than a serious riot.
A seaport town such as Nagasaki, where large
bodies of men are let loose in search of amuse-
ment and mischief, requires an efficient and
powerful set of police whose arms as well as
presence are able to impress evil-doers with
the majesty of the law.

IMPUDENT QUACKERY.

Under the above title "Sport and Gossip" of
the 14th inst. has the following—
The Professor, Richard who is trying to
gull foreigners and Chinese in Shanghai with
his so-called electrical remedies, has taken to
siring his ignorance in English language in a
broadsheet which is being scattered around
as an attempt to reply to the challenge in the
New Press, and the no less serious questions
of Sport and Gossip. It is as impudent
production as we recollect, besides being full
of printers' and other blunders. Nothing we
think, can do more to make clear the real
character of the "Professor's" methods than
the circulation of his "defence," and we there-
fore make the following extract from it:—

Professor Richard chose the Empire City
of the Continent, Melbourne; if he were
to meet with opposition, it was in that
metropolis it would be the fiercest. Disdain-
ing evasion he concluded to at once
join issue there and give such satisfactory and
conclusive proof of his abilities and genuine-
ness that wherever he might travel in the
Southern Hemisphere, a simple reference to
his experience in Melbourne, the cure he ac-
complished there, and the endorsement he re-
ceived from both press and people would be
an all sufficient answer to calumny or charges
of charlatanism he might afterwards be subject
to, as the outcome or result of Professional
jealousy or maliciousness. The expected op-
position was met with, and as the appended
notices will show, the contest was fierce and
keen it was one man against a host, but that
man bore the shield of skill and the sword of
truth, and regarding neither fear nor favour,
fought the battle to its victorious end, his sup-
porters and partisans steadily increasing as the
numbers of convalescents whom he had treated
poured in their thanks and rallied to his standard.
Facts are stubborn things, and despite the
eloquence of prejudice the public insisted on
believing the evidence of their own eyes,
with the result that Professor Richard, who
entered Melbourne a stranger, left behind him
hastily casual acquaintances, left behind him
many of those of his friends, not only
amongst those he had benefited by restor-
ing their health, but amongst Government
officials, prominent politicians, and even well
known medical scientists who had

Peking at Earl's Court.

The central pageant of the Military Exhibition at Earl's Court will be a representation of the relief of Peking, planned by Mr. Lumsden. The whole course of events exactly as they occurred in the streets of Peking will be depicted, and as to the officers and officials and ladies shut up within the legation. The chief characters will all be living portraits, and there will be soldiers and sailors of the nations which took part in the actual scene. Numerous representations. There will be upwards of a thousand people, all in their proper and exact costumes and uniforms.

Congratulatory.

Messages of congratulatory on His Majesty's accession to the Throne have been received at the Colonial Office from the following:—Hongkong Legislative Council, Consul-General for Portugal and Portuguese Community, Roman Catholic Community, District, Valchman's Committee, Straits Settlements (Native States), General Public of Selangor, Sultan and Native Chiefs and Members of State Council, Selangor, Officers of the Service of the Government of the Federated Malay States stationed in Selangor, Indian Community of Kuala Lumpur, Selangor, Public Meeting held in Town Hall, Taiping, Perak, His Highness the Sultan of Johore.

The Queen's Funeral.

In a supplementary estimate issued on 16th ulto, the total cost of the funeral of Queen Victoria is set down at £35,500, made up as follows:—Apartments for Royal guests, funeral furnishings, and mourning allowances for servants, £2,500; hire of Carriages, Railway and steamer expenses, £4,000; War Office, travelling expenses, food and accommodation of troops, £15,000; fitting up St. George's Chapel, repair of damage to parks, &c., £2,500; entertainment of foreign envoys, £800; and sundry expenses, including expenses of Earl Marshal's staff, £500.

New Battleships.

The *Albatross* and *Impregnable* may be expected to be ready for sea within a moderate time. As what, queries a naval correspondent, about the *London*, which has at last slipped her engines and the *Irresistible*, which has been lying in the dock for some time, both of which ought to have been flying the pennant long ago. The *Irresistible* was delayed in order that part of her gun mountings should be sent to the *Impregnable*—a poor reason surely, for the *Impregnable*'s own gun mountings ought to have been forthcoming. The fact is that there has been an egregious delay; into whose causes it is needless to inquire, provided that the lost ground is made up as soon as possible.

Women for South Africa.

Mr. Chamberlain, at the meeting of the United British Women's Emigration Association, moved a resolution recommending the creation of a special fund for assisting members of the gender sex to establish themselves in South Africa. He prophesied a brilliant future for that region, but it could not be otherwise than, to a large extent, a land of passage, unless male emigrants could find suitable female companionship. The Colonial Secretary held out the hope that emigration agents going from England might give "indulgent passages" to women selected by the association.

West Africa.

A deputation of commercial bodies on 15th ulto, waited on the Colonial Secretary to urge the Government to take measures to improve the sanitation of the principal coast towns in West Africa. Mr. Chamberlain, in reply, said he had great belief in West Africa, and whilst recognising the unsatisfactory condition of things, he was not in the least hopeless about the future. He suggested the appointment of a Committee, including representatives of the traders on the coast, as well as of the Colonial Office, with a scientific expert, to proceed to West Africa, and make all possible inquiries upon sanitary and other matters, and said that if they could show him how to govern these Colonies with less sacrifice of life and health he should be eternally grateful.

The Russian Eastern Squadron.

A St. Petersburg correspondent states that the late autumn or early winter is to see the mobilisation of quite a formidable Russian squadron in Chinese waters. At least six battleships are to be included—namely, the *Petrovich*, *Svetlana*, *Tolstoy*, *Pravda*, *Retvizan*, and *Narvik*. The cruiser accompanying them will be the *Rurik*, *Rurik*, *Bayan*, *Admiral Nakhimov*, *Vladimir Monach*, *Dmitri Donskoi*, and, possibly, the *Gromoboi*. Without reckoning the gunboat and torpedo flotillas, this muster will represent a displacement of over 140,000 tons and a complement of something approaching 10,000 men. The command of this important squadron is to be given either to Vice-Admiral Skrydlov, or to Vice-Admiral Alexieff, an officer who has seen much service in the Far East.

Capt. Sir Edward Chichester, R.N.

A naval correspondent writes:—"The property of the ship, which the King has just created C.B.—to succeed Captain H. R. R. R. in the command of the Devonport Fleet Reserve is one of those things which shows that official intuition is occasionally in accordance with Service sentiment. Sir Edward Chichester has done good work for the Navy. To take but his recent experiences, he commanded a British cruiser in the Far East during the Spanish-American war, and won golden opinions for himself from both sides. He is in South Africa—such good work, in fact, that the value of his home has been realised like in South Africa and at home. Like many other distinguished naval officers in the present and in the past—from the Elizabethan era onwards—he is a West Countryman, and the West Countryman, is proud of his. His property is in North Devon, and so his appointment to a command in the West is appropriate. He cannot hold his new post, however, for more than two years, as he is certain to attain flag rank in 1903."

Bonnie Dundee.

The good ship *Discovery*, which is to take its way eastwards towards the South Pole as it can be launched yesterday, and christened by Lady Markham. We know more of the Argyle, than we do of the Antarctic region. Considering that the South Pole is surrounded by several thousand miles of ice, this is not to be wondered at, especially as we are as yet as helpless as Mr. Sam Weller without those double strong magnifying glasses which should reduce distance and pierce opaque substances. Yet Sir Clements Markham is hopeful of success for the *Discovery*. How far it can go nobody knows; but that it will go as far as any previous record is confidently expected, even though we are so utterly ignorant of everything connected with the navigation of the Antarctic region. Mr. W. E. Smith of the Admiralty,

he designer of the *Discovery*, paid the Dundee Shipbuilding Company a well-deserved compliment when he said they were the only company tendering for the construction of the *Discovery* who showed any real determination to grapple with the difficulties and novelty of her design. This is another feather in the cap of Dundee.

Belville Boilers.

Under the heading "Burning Questions in the House," the *Pall Mall Gazette* of the 22nd ult. says:

Mr. William Allan was tremendous. He had been waiting to say his say on the Belville boiler imposture, which he like the *Pall Mall Gazette*, denounced long before the failure was officially admitted. No prophet of Israel, no Highland seer, no Icelandic sage was ever more impressive than Mr. Allan as he shook his great beard and locks, pointed dramatically at the Treasury bench, and from the deepest recesses of his vast chest hurled denunciations of the men who inflicted the Belville injury on the fleet. But what about the future? "If I were in the Secretary to the Admiralty's place," he said, almost shaking his fist at Mr. Arnold-Forster, "I would stand up like a man and frankly admit we had made a colossal blunder. This is exactly what Mr. Arnold-Forster had already declined to do, and therefore the House laughed. Mr. Allan cared nothing for that. He went on to demand that, for the sake of our commerce, our country and our Empire, the Belville boilers should be taken out of the ships in which they are already placed, beginning with the *Royal Yacht*; and when he sat down the House gave him a hearty cheer.

The Doomed Mountain.

The following letter concerning the expected great landslide, which we have lately commented on, appears in the *P.M.G.*
To the Editor of the *Pall Mall Gazette*.
Dear Sir,—Some papers have published the expression of the opinion of Messrs. Thomas Cook and Son and the directors of the Jura-Simplon Railway, that the statements made on the subject of the impending landslide—presumably in your columns—are inaccurate and greatly exaggerated, and that "should any fall take place, it is believed it will be a very slight one," and will interfere neither with the river nor with the railway. While giving the predictions of these gentlemen as much weight as may be due to them, I should like to point out that their views are diametrically opposed to those of the Government experts, whose report was published in full in a recent number of the *National Review*. In view of the imputation of inaccuracy, it is as well to make a few textual quotations from the report. What the Government officials said is—
"That the entire mass of rock circumscribed by the lines no longer coheres to the mountain, but threatens to break away."
"That the volume of this mass may be approximately estimated at 200,000 cubic metres."
"That it is in any case very unlikely that this mass of crumbled earth can maintain itself much longer in this state of absolutely unstable equilibrium."
"That there is no means of preventing the fall, and that the only thing to do is to seek means of attenuating its consequences."
The probable consequences of the landslide have also been tabulated by the experts, and include—
1. Interruption of the railway.
2. Obstruction of the River Arceuse, with a possible flood in the upper part of the valley.
3. Seeing that, in the case of the most notable landslides in the past, the loss of life has generally been due to the neglect of the warnings given, it would be interesting to know on what authority Messrs. Cook and Son and the Jura-Simplon directors issue their reassuring statement.—Yours faithfully,
FRANCIS GRIBBLE.

March 19.

The Royal Oath and the Catholics.

Lord Salisbury was at his very best in dealing with the delicate question of the proposed alteration of the terms of the King's declaration of regard for the susceptibilities of his Catholic subjects. We do not see, on the one hand, how any impartial person can deny that the language complained of, as Lord Salisbury put it, "language of indecent violence," and, as such, bound (and originally deliberately intended) to wound the feelings of Catholics. Nevertheless, Lord Salisbury was perfectly right in insisting upon keeping before the mind of Parliament the central fact that the Royal Oath is a guarantee of the maintenance of the Protestant succession. The Protestant majority of his Majesty's subjects have the right to insist on that principle, as the Catholic minority have the right to object to the violence of its expression. Lord Salisbury will, therefore, propose a Joint Committee of the two Houses to inquire "whether the language can be modified advantageously without diminishing its efficacy as a security for the maintenance of the Protestant succession." That is all the Catholics ask.

THE FAR EAST IN PARLIAMENT.

BRITISH AND RUSSIANS AT TIENSIN.

March 19th.
Mr. Boland asked the Under-Secretary for Foreign Affairs whether the attention of the Government had been called to what took place in China recently, when the Russians objected to the construction of a railway siding by the British; whether General Barrow, Chief of the Staff, met the Russian objection by ordering the construction of the siding to be completed, if necessary, by force of arms, and whether General Barrow acted under instructions received from His Majesty's Government.
Lord G. Hamilton, who replied, said: "I am informed that some land over which the North China Railway Administration have property rights has been claimed by Russian military authorities as belonging to them in virtue of a concession alleged to have been made to them by the Chinese Government since the disturbances commenced. I am informed that, consequently, some difficulties have arisen with regard to the construction of the siding referred to. The matter is being dealt with by the authorities on the spot, but not under special instructions from His Majesty's Government."
Mr. W. Redmond: "May I ask the noble Lord whether, in case of dispute between the Allied Powers in China, British officers are entitled to use, or to threaten to use, force of arms without consulting the Home Government?"
Lord G. Hamilton: "In reply to that question I may state that throughout these China operations the British officers, in any difficulty that arises, have shown a spirit of conciliation. I do not think it therefore necessary to send any special instructions to them further than to exhibit the same spirit they have shown."
Mr. W. Redmond: "Will the noble Lord kindly say whether General Barrow, in threatening to use force of arms against the Russians, acted on his own authority, or on the authority of His Majesty's Government?"

Lord G. Hamilton: "I do not know on what authority the hon. member makes that statement."

An Hon. Member: "Reuter."

Lord G. Hamilton: "Well, a telegram. If the hon. gentleman looks at that telegram he will see that General Barrow has done what was necessary to protect people working on territory of the railway that belongs to them." (Hear, hear.)

Mr. W. Redmond gave notice that he would call attention to the matter at an early date.

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Mr. Balfour, who replied, said: "There is no information at my disposal indicating the decline of British influence in the provinces mentioned."

Sir Ashmead-Bartlett asked the Under-Secretary for Foreign Affairs whether the Russian Government had recently endeavored to exclude the British Fleet from certain portions of the River to Russia; and, if so, what steps His Majesty's Government had taken in consequence of this claim.

Mr. Balfour: "We have received no communication on this subject from the Russian Government, but the Russian Admiral remonstrated against the presence in the waters of the Elliott Islands of His Majesty's ship *Plow*, which was engaged in pursuing pirates. The action of the Commander-in-Chief on the China Station in sending British ships to these islands appears to be in accordance with our rights under Article 52 of the Treaty of Peking."

Sir Ashmead-Bartlett: "Am I to understand that the claim has not been accepted by the British Government?"

Mr. Balfour: "Certainly."

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Mr. Joseph Walton: "I beg to ask the Under-Secretary for Foreign Affairs the following question, which I have given him private notice, namely, whether he can give the House any information in regard to the reported seizure by Russia of land at Tientsin which was mortgaged to British bondholders? (Hear, hear.)"

Viscount Cranborne: "I have not, since I received private notice, had any opportunity of obtaining the latest information in the possession of the Foreign Office. I would therefore ask the hon. member to put the question on the paper."

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NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS. | DESTINATIONS. | SAILING DATES. |
|--|--|----------------------------------|
| HIROSHIMA MARU..... S. Yoshizawa..... | MOJI, KOBE and YOKOHAMA..... | To-MORROW, 23rd April, at Noon. |
| SHINANO MARU..... G. E. P. Cook..... | KOBE and YOKOHAMA..... | FRIDAY, 26th April, at Daylight. |
| KAGOSHIMA MARU..... K. Kori..... | BOMBAY, VIA SINGAPORE and COLOMBO..... | FRIDAY, 26th April, at Noon. |
| YAWATA MARU..... A. E. Moses..... | SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE..... | FRIDAY, 26th April, at 4 P.M. |

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 12th April, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

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| STEAMERS. | DESTINATIONS. | SAILING DATES. |
|--------------------------------------|---|-------------------------------|
| KONIGSBERG..... Christiansen..... | HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.) | 3rd May. Freight and Passage. |
| SEGOVIA..... Foerck..... | HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.) | 26th May. Freight. |
| AMBRIA..... Duckstein..... | HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.) | 10th June. Freight. |

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 16th April, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

| | |
|--|-------------------------------|
| AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... | Tuesday, 23rd April, at Noon. |
| HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... | Thursday, 16th May, at Noon. |
| NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... | Tuesday, 11th June, at Noon. |

THE Twin Screw Steamship

"AMERICA MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 23rd April, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

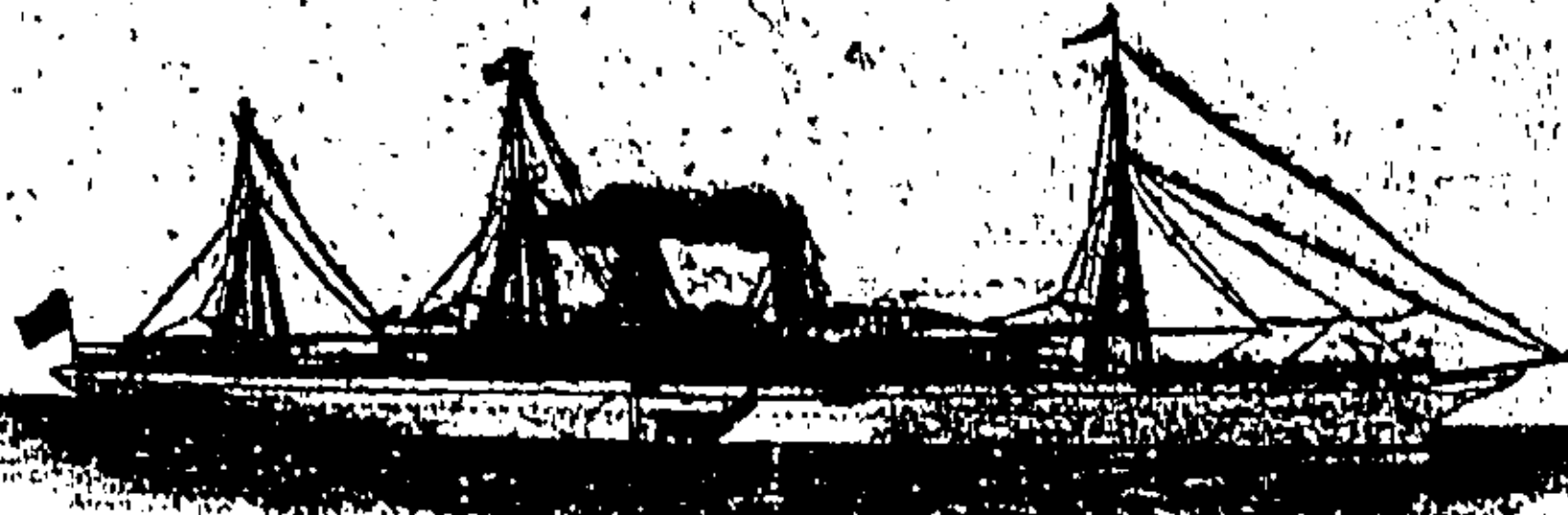
For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 3rd April, 1901.

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF INDIA.....Comdr. O. P. Marshall, R.N.R.....WEDNESDAY, 24th April.
EMPRESS OF JAPAN.....Comdr. H. Pybus, R.N.R.....WEDNESDAY, 15th May.
EMPRESS OF CHINA.....Comdr. R. Archibald, R.N.R.....WEDNESDAY, 5th June.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific Journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through at all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 3rd April, 1901.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE; VIA

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

| | |
|---|-------------------------------|
| Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... | Tuesday, 7th May, at Noon. |
| Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... | Saturday, 1st June, at Noon. |
| Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... | Thursday, 27th June, at Noon. |

THE Company's Steamship

"GALIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 7th May, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 13th April, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN FRANCISCO.

VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

| | |
|-------------------|----------------|
| Strathgyle..... | about April 23 |
| Cardish City..... | about May 15 |

THE Steamship

"STRAITHGYLE," will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, TO-MORROW, the 23rd instant, at Noon.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 4 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to Points beyond San Francisco, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, China and Japan.

Hongkong, 20th April, 1901.

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE and YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

| Steamers. | Tons. | Captains. | Proposed Sailings. |
|-----------|-------|-----------|--------------------|
|-----------|-------|-----------|--------------------|

| | | | |
|-------------------|-------|---------------|----------|
| Olympia..... | 2,837 | J. Truebridge | April 26 |
| Duke of Fife..... | 3,821 | J. S. Cox | May 7 |
| Tacoma..... | 3,811 | A. Dixon | May 17 |
| Victoria..... | 3,502 | J. Pantou | May 28 |

THE attention of Passengers is directed to the very cheap rates offered by this line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £32.

Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma. DINING CAR is attached to trans-continental trains day and night. TACOMA to NEW YORK in 4 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLODYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYER and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 15th April, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, CONTINENTAL AND AMERICAN PORTS).

THE Steamship

"SOBRON," Captain L. M. Wilmer, R.N.R., carrying His Majesty's Mails, will be despatched from this for MARSEILLES and LONDON, on SATURDAY, the 27th instant, at Noon, taking Passengers and Cargo for the above Ports.

All Cargo for Marseilles and London, will be conveyed direct without transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 13th April, 1901.

NOTICE.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessel during her stay in Hongkong Harbour:

ADOLPH OBRI, American ship, Amesbury—Standard Oil Co.

SEA WITCH, American ship, Howel—Master HATTIE C. SMITH, American schooner, Riley.

CLARET, Brit. ship, T. Barker—Dodwell & Co., Limited.

Hongkong, 20th April, 1901.

Shipping Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

| FOR | STEAMERS. | To Sail. |
|---|------------------|---------------|
| PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE..... | "TSINAN"..... | 23rd instant. |
| MANILA..... | "TSINAN"..... | 23rd instant. |
| SHANGHAI..... | "SZECHUEN"..... | 24th instant. |
| HOLOLO and CEBU..... | "SUNGKIANG"..... | 26th instant. |

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 22nd April, 1901.

OCEAN STEAMSHIP COMPANY. OUTWARDS.

| FROM | STEAMERS. | DUE. |
|----------------------------|-------------------|-----------|
| GLASGOW and LIVERPOOL..... | "DARDANUS"..... | 2nd May. |
| "....." | "MACHAON"..... | 9th May. |
| "....." | "ACHILLES"..... | 14th May. |
| "....." | "FRONETHEUS"..... | 28th May. |

HOMEWARDS.

| FOR | STEAMERS. | To Sail. |
|-------------------------------------|----------------|-------------|
| LONDON..... | "AJAX"..... | 30th April. |
| "....." | "ANTENOR"..... | 1st May. |
| "....." | "CALCHAS"..... | 8th May. |
| LIVERPOOL (DIRECT)..... | "PYRRIUS"..... | 10th May. |
| (Taking Cargo at LONDON RATES)..... | "ULYSSES"..... | 24th May. |

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 18th April, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"YUENSANG," Captain Rolfe, will be despatched as above TO-MORROW, the 23rd instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 19th April, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 14th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 10th April, 1901.

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship—

"YAWATA MARU," (3,875 Tons Gross, Captain A. E. Moses), will be despatched for the above Port, on FRIDAY, the 26th instant, at 4 P.M.

This Mail Steamer is provided with Superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to A. S. MIHARA, Manager.

Hongkong, 16th April, 1901.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(HAMBURG AMERIKA LINIE—HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL. (With Liberty to call at MANILA.)

THE Full-powered Steamship

"ASTORIA," Captain Ostermann, will be despatched as above on or about SATURDAY, the 4th May.

For Freight, apply to CARLOWITZ & Co., Agents.

Hongkong, 15th April, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE," Captain McArthur, will be despatched as above on THURSDAY, the 9th May, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provision, &c., &c., throughout the voyage.

This Steamer is installed throughout with the Electric light.

A Stewardess, and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 15th April, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships "INDRAVALL," "INDRAPURA," "KNIGHT COMPANION," &c., &c., between

HONGKONG and PORTLAND (Or.) Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship

"KNIGHT COMPANION," will be despatched for PORTLAND (Or.) about 20th May, 1901.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern Canadian and United States Ports.

For through Rates of Freight and further information communicate with or apply to ALLAN CAMERON, General Agent, or to SHEWAN, TOMES & CO., Agents.

Hongkong, 20th April, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"RICHMOND CASTLE".....23rd April.

"FERNDENE".....3rd May.

"AFRIDI".....24th May.

"HILGLEN".....24th June.

"LOWTHER CASTLE".....30th June.

* Calling at MANILA and CEBU.

For Freight and further information, apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 20th April, 1901.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING," Captain J. G. Spence, will be despatched for the above Ports, on THURSDAY, the 25th instant, at 4 P.M.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, 20th April, 1901.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

Consignees.

NOTICE TO CONSIGNEES.

FROM MIDDLESBORO, LONDON STRAITS.

THE Steamship

"DENBIGHSHIRE."

Captain Vyvyan, having arrived from Above Ports, Consignees of Cargo are informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the goods have left the Godowns and all Goods re-undelivered after the 31st instant, will be to rent.

All Broken, chafed and damaged Goods will be left in the Godowns, where they are examined on the 22nd instant, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co. Agents.

Hongkong, 16th April, 1901.

AUSTRIAN LOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT ADEN, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"GISELA."

having arrived, Consignees of Cargo are informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, whence delivery may be obtained.

This Vessel brings Cargo as follows:

From Venice, ex S.S. *Maximilian*, *Miticoch* transhipped at Trieste.

From Lepante, ex S.S. *Hungaria* transhipped at Port Said.

From Zanzibar, ex S.S. *Carinthia* transhipped at Aden.

Optional Cargo will be discharged here with notice to the contrary be given immediately.

No Claims will be admitted after the goods have left the Godowns, and all Claims must be made in to the Office of the Undersigned before Noon, on the 25th instant, or they will be rejected.

No Fire Insurance has been effected, and Goods remaining in the Godowns after the instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co. Agents.

Hongkong, 18th April, 1901.

NOTICE TO CONSIGNEES.

THE F. & O. S. N. Co.'s Steamship

"CEYLON."

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods being landed and placed at their risk in Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where a consignment will be sorted out Mark by Mark and delivery can be obtained as soon as Goods are landed.

Optional Goods will be landed here upon instructions are given to the contrary before 3 P.M. TO-DAY.

Goods not cleared by the 25th instant, at 2 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 19th April, 1901.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after the 22nd instant, at 2 P.M. will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by DAVID SASSOON, SONS & Co., Agents.

Hongkong, 19th April, 1901.

NOTICE TO CONSIGNEES.

THE F. & O. S. N. Co.'s Steamship

"SOCOTRA."

FROM ANTWERP, LONDON, PORT SAID, SUEZ, BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where a consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY.

Goods not cleared by the 25th instant, at 2 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 19th April, 1901.

NOTICE OF REMOVAL.

BEG to inform my Patrons and Public Generally that I have REMOVED my Office from No. 13 to No. 5, D'ARQUILLA STREET.

H. RUTTON.

